

NEW YORK HERALD

PUBLISHED BY THE SUN-HERALD CORPORATION, 280 BROADWAY, TELEPHONE, WORTH 10,000.

Directors and officers: Frank A. Munsey, President; Edwin Wardman, Vice-President; Wm. T. Llewellyn, Treasurer; R. H. Thibault, Secretary.

MAIL SUBSCRIPTION RATES.
By Mail, Postpaid, Year, \$10.00; Six Months, \$5.00; Three Months, \$2.50.
DAILY only, 10.00; 5.00; 2.50.
SUNDAY only, 4.00; 2.00; 1.00.
SUNDAY only, 6.00; 3.00; 1.50.

FOREIGN RATES.
DAILY & SUNDAY, \$26.00; \$12.50; \$2.40.
DAILY only, 15.00; 7.50; 3.75.
SUNDAY only, 8.00; 4.00; 2.00.

All checks, money orders, etc., to be made payable to The Sun-Herald.
Branch Office for receipt of advertisements and sale of papers:
PRINCIPAL OFFICE: 280 BROADWAY and 100 N. ST. (between 12th and 13th Sts., 10th floor), Tel. CHelsea 4000.

PRINCIPAL OFFICE: 280 BROADWAY and 100 N. ST. (between 12th and 13th Sts., 10th floor), Tel. CHelsea 4000.
PRINCIPAL OFFICE: 280 BROADWAY and 100 N. ST. (between 12th and 13th Sts., 10th floor), Tel. CHelsea 4000.

PRINCIPAL OFFICE: 280 BROADWAY and 100 N. ST. (between 12th and 13th Sts., 10th floor), Tel. CHelsea 4000.
PRINCIPAL OFFICE: 280 BROADWAY and 100 N. ST. (between 12th and 13th Sts., 10th floor), Tel. CHelsea 4000.

PRINCIPAL OFFICE: 280 BROADWAY and 100 N. ST. (between 12th and 13th Sts., 10th floor), Tel. CHelsea 4000.
PRINCIPAL OFFICE: 280 BROADWAY and 100 N. ST. (between 12th and 13th Sts., 10th floor), Tel. CHelsea 4000.

WEDNESDAY, JULY 27, 1921.

Harding's Railroad Message.

President HARDING's message to Congress asks for power to negotiate with and through the War Finance Corporation railroad securities which the national Government holds. He wants to raise money on them.

The work of funding the debt of the roads to the Government for permanent improvements made during the war already is provided for; it is and has been going on steadily. No more authority is needed to do that.

But the Government owes the roads on operating and damage account a great deal of money, which it has not the cash to pay. It does not want Congress to do any more taxing for such purposes. It does not want Congress to appropriate more funds for such purposes. It does not want to put any more burdens of any sort on the national Treasury for such purposes.

So if the Government can negotiate some of the railway securities held by the Federal Railroad Administration the money can be raised at once to give the roads what is due them without draining the Treasury of a penny or putting an ounce of load on the Government. This will expedite the full settlement of the carriers' claims against the Railroad Administration; it will enable them to settle private accounts long overdue for materials, supplies and equipments; it will permit them to go into the general markets to buy what they still need and thus give a big impetus to the revival of American industry and business.

It is good business for the Government. It is better business for the Government than for the roads, because to get the quick settlements they are compromising their heavy claims.

Congress cannot be willing to withhold this power from the Federal Railroad Administration and the War Finance Corporation without being willing to retard the country's going back to work—and neither Congress nor anybody else wants to do that. The War Finance Corporation programme, therefore, should go through in short order, and when it does—indeed, even as soon as it is assured of going through—the work of railroad reconstruction should get under way, with all that this means to American labor, industry and business.

Further legitimate financing of the farmers through the War Finance Corporation also is asked by the President. The two propositions tied up in the same bundle, as it were, ought not to fare any the worse for that in Congress.

The New Theatre Method.

Announcements as to the coming season make it plain that there is to be extended trial of a new kind of theatre direction. Up to date it has been disclosed that six organizations will undertake the management of theatres for an indefinite period or produce new plays under special conditions. These guilds, unions, societies and variously named associations will thus take the place of commercial managers in several cases. Some of the organizations are composed of actors; in one case actors and playwrights have united, and another group is made up entirely of dramatists. All have outlined their programmes and will be active factors in the business of amusements here next winter.

The success of the Theatre Guild has had an important influence in inspiring these organizations. The men who conduct the affairs of the Garrick Theatre, the home of the Theatre Guild, have found commercial managers glad to carry on their enterprises when artistic rules compelled the ending of the season in their own theatre. The subscribers are entitled to see five new plays every year, so there is a necessary limit to the run of each production. But other theatres have always opened their doors hospitably to the productions of the Theatre Guild.

The powers in control of this experiment in impresariolism are to be called amateurs only in the sense that they are not managers of some years standing. They are not, how-

ever, amateurs in taste or knowledge of the theatre. They have produced successfully plays which have been rejected by other managers who were glad enough later to enjoy some fruits of their popularity. Two dramas given last winter by the Theatre Guild are still to be seen. Four of the five it brought forward were last season highly prosperous. Any manager who could maintain such an average would earn a fortune.

Naturally the effect of this success has been to create other organizations of the same kind. So this new factor in theatre control will be more powerful than ever in the coming year. Luckily there have been many theatres built. Otherwise the cooperative enterprises might drive out altogether the poor old commercial managers who have come in long enough for public criticism.

Use Real Economy Here.

The United States Government had better be chary about spending money on the old Federal building which houses the City Hall station of the post office, and which it is proposed to improve now to expedite the mail service.

The old building is an eyesore architecturally. It is extravagant to maintain. It is ill designed for its purpose. It is doomed by public good taste and by the requirements of the Government to be torn down soon. Its removal was in sight when the war came and knocked all plans for internal improvements into a cocked hat. But this interruption of a considered scheme to better the postal service, shelter the Federal courts as they should be sheltered, and put other United States officials in suitable offices is only temporarily suspended. It is not abandoned. It will not be abandoned.

The NEW YORK HERALD wants the post office clerks to have proper working conditions and will oppose no plan to provide these. But every penny put into the Mullet monstrosity at Broadway and Park Row should be spent with the understanding that within a short time that monument to waste is to be eliminated from the city's chamber of horrors, and whatever is done to it now is to endure for only a short time.

If President HARDING feels we should postpone the erection of a much needed porte cochere on the White House, which we expect to have stand forever, we certainly should not put money into a building everybody wants to tear down.

A Wall Is a Wall.

FREDERIC P. SMALL, vice-president of the American Express Company, comes back from the Orient with a statement which has a direct bearing on the American valuation system proposed for our tariff, as follows:

"Through the port of Dairen Japan is exporting goods in her own ships to every country in the world. They are working hard and we shall have to look alive if we expect to maintain our position in the competition."

Japan with her coolie crews can operate her ships more cheaply than any other great maritime nation. With her cheap labor she can manufacture many lines of goods not only below the cost of American production but below the costs of other industrial countries. She can buy raw cotton in the United States, put it in her ships, carry it over to her industries, run it through her mills, put it in her ships again as the finished product, carry it back to the United States and sell it here under our industrial noses for less than we can sell ours, with the cotton grown in our own fields, with the material run through our own machinery and with no overseas freight rates to pay.

Japan, when world exchange rates are anything like normal, can do the same thing in South America. She can do it against us, she can do it against Great Britain, she can do it against the Continent. Some one may say that if Japan takes our raw cotton and captures the international markets for cotton goods what difference does it make to us whether we sell it to Japan or to the various other industrial countries? It makes all the difference in the world. Japan never will buy other goods from us in return, never can buy them from us, as countries whose people are more like ours in their natures, their tastes and their needs can buy from us and do buy from us.

We not only have to save our own home market from cutthroat competition, we have to save our market, in such articles as we require from abroad and are glad to take from abroad, for the countries which naturally are our biggest and best customers. If Japan or another trader drives them out of their selling chances here, Japan or such other kills their power to buy here.

What is true as to this cutthroat competition of the lowest foreign labor costs is true as to the cutthroat competition of the countries of the most debased exchanges. Japan's exchange, as it happens, is not so very far away from parity with ours. She does not need that advantage to undersell us, Great Britain and the Scandinavian countries in the great world markets. Her murderously low labor costs are sufficient.

But another country, perhaps a Germany, whose currency has a slight value; perhaps an Austria, a Poland, a Czechoslovakia, whose paper money is worth nothing at all, will thereby have a like competitive struggle hold on the country which pays for its labor at home and pays for its materials at home in money that has value.

With world standards upside down

the American valuation system can serve, to measure imports truly, whether they are from relatively high labor cost and high exchange rate Great Britain, or high exchange rate but low labor cost Japan, or low exchange rate Germany. This will be a good thing for us, as against the low cost labor cost or the insolvent countries; it will be just as good a thing for the countries trading with us that are solvent and always have been our biggest and choicest customers.

At the same time it is to be recognized that when the American valuation system is put into operation on dutiable articles it thereupon, by the very fact of equalizing foreign goods with American goods as to selling opportunities in our own market—by that exact process meets at once and entirely the purpose of and the reason for the principle of protection to domestic industries.

A wall is a wall.

The incomprehensibly thick stupidity is when, with full protection completely gained by the American valuation of a dutiable article, anybody still wants to build up on top of that wholly sufficient structure of protection ten or twenty stories more, to make the tariff wall over-shadow the Woolworth building. It is that bungling and blundering for which, wherever it still may survive in the Fordney tariff, Congress needs to dig a nameless grave.

A Needless Tragedy.

That an incident such as is described in the subjoined extract from THE SUN of Monday should have occurred in rich and generous New York city is to be attributed only to pride or to ignorance:

"Exhausted from lack of food and his prolonged search for a place in his plumbing trade, ARTHUR CHALUS, 23 years old, a world war veteran, of 254 West Twenty-third street, fell in front of the house at 193 Third avenue. To a policeman who went to his aid he explained that he was starving. At Bellevue Hospital his sickness was diagnosed as the result of starvation and exhaustion."

There is enough and to spare of food in New York. There are dozens of agencies, official and private, to bring the hungry man or woman and the necessities of life together; yet occasionally a case like that of CHALUS shocks the community into recognition of the fact that the machinery provided to care for those who are down on their luck cannot automatically identify those who deserve and should have aid.

It is probable that CHALUS will turn out to be one of those obstinate men who would rather starve themselves into a hospital than accept charity. Their spirit is commendable, though they spend their strength foolishly. They have a valid claim on the funds put aside for the relief of distress and they should seek help before their strength is entirely gone.

However, there is no use telling such men what they should do. They will do as they please, being stiff-necked by nature. The only thing the public can accomplish to relieve their lot is to improve the instrumentalities for the detection of honest want, and improvement in them is unquestionably in progress.

Mound Bayou's Anniversary.

An exclusively negro town, Mound Bayou, Mississippi, has just celebrated its thirty-fourth anniversary.

Founded in 1887 by J. T. MONTGOMERY and BENJAMIN T. GREEN, its growth has not been spectacular but steady. Mound Bayou in its modest way is flourishing. It has a population of 800 and has recently added to its other substantial improvements a school building which cost \$100,000, every cent of which was contributed by the colored people whose children will attend the classes.

All this was done with pride at the anniversary celebration, at which MONTGOMERY, who is one of the wealthiest colored men in the South, was present, as was also PHILIP M. BROWN of the United States Department of Labor. Mr. BROWN was the principal speaker.

Since the death of GREEN responsibility for the town's growth and progress has fallen mostly on MONTGOMERY. The community is distinctly creditable to the race.

May Mound Bayou continue to grow and prosper. The spirit and intelligent effort it represents give promise of the colored people's ultimate emergence into the light of better days.

Art Colony Galleries.

Following the custom that originated nearly a score of years ago with a group of painters who foregathered at Old Lyme, Connecticut, the summer art colony exhibitions in New England have become permanent institutions at Old Lyme and Silvermine; at Newport and Lenox; at Provincetown and Gloucester. They furnish agreeable and entertaining diversion for visitors and profit to some, at least, of the exhibiting painters and sculptors.

For the most part these exhibitions are held in temporary galleries, often ill suited for the effective display of art works. In recent years Newport and Gloucester have been exceptions to this rule. The Newport Art Association has its own galleries, and the Cape Ann painters have been able to show their works in the privately built Gallery on the Moors. This season, however, two galleries owned by artists themselves will be opened, one at Provincetown and the other at Old Lyme. That on Cape Cod is an old New England house

that has been adapted to the purposes of art exhibitions by a dozen painters, chiefly from New York city. It has two small rooms for pictures and one large gallery. It will be opened for the first time on July 31.

The gallery at Old Lyme is now nearing completion and is to be opened formally August 6 with the annual exhibition of the Lyme Art Association. The structure is primarily an art gallery and was designed by CHARLES PLATT of this city, who contributed his services to aid the association and its purposes. It has three exhibition halls, two for showing sketches and a main room for paintings. It is a slightly structure, and not only adds to the charm of Old Lyme but is admirably adapted for its special purpose.

Aside from the artistic interest buildings of this kind bring to the towns in which they are erected these art colony galleries are visible signs of a prosperity that must be encouraging both to artists and art lovers.

Hot, Dry Days Raise Milk Prices.

One of the large milk distributing companies has announced that the retail prices of milk will be advanced a cent a quart in August over the July prices. Other companies are expected to follow this lead. Assuming that the July schedule of prices is fair to farmer, distributor and consumer, this increase is certainly not unreasonable.

The severely dry weather of the late spring and all of the summer so far has naturally reduced the milk production on the farms. Pasture lacks succulence, and the cows have suffered from insufficient moisture as they grazed. High temperatures all ways have a bad effect on dairy animals. Under the circumstances the increase in price cannot reasonably cause surprise.

Even with this increase milk will cost two cents a quart less than it did a year ago. City dwellers should be thankful for this.

Straight Playing Wins.

The famous, or, as some players may have called it, the infamous, fifth hole at the Columbia Country Club cost three first class tournament contestants eight, ten and eleven strokes respectively, and a score of other players in the recent notable contest marked up seven, eight or nine strokes for the hole. But THE NEW YORK HERALD's golf authority says that the 552 yard hole is a legitimate par 5, the high scores resulting from drives which were purposely hooked—the balls being played purposely to the left—for the supposed advantage of a longer roll. The consequence was these balls came to rest in the rough or out of bounds.

The shades of that remarkable trio of golfers, Old Tom, Young Tom and WILLIE ANDERSON, must have smiled over this. When the Anderson boys were winning tournaments of every degree of importance and difficulty they always had in mind Old Tom's dictum with which he enriched golf learning after watching Young Tom slice or hook a ball at will round a tree at a hundred yards distance.

"Aye, lad," said the veteran, "tis a grand exhibition. But, observe, to slice and to hook are natural golf faults, and I dinna recollect a tournament won by exhibition of faults. You'll win a hundred games playing a straight ball to one you'll win playing crooked."

So, it may be that Columbia's noted fifth hole will aid in discouraging young players from purposely emphasizing a fault in golf for the sake of a doubtful advantage. BARNES played straight and won.

Richest English woman coming on a yacht—She will have \$2,400,000 worth of jewels, \$125,000 worth of gowns, \$64,000 worth of hats, \$60,000 sable coat, and "will show Americans what dollars were made for."—News in THE SUN.

It will be interesting, no doubt, but cynics grow bitter in experience will ask, What brand of soap or cigarettes is she advertising?

It will be observed that in Russia the Soviet officials do not starve, though famine decimates the population. Communism does not lead its proponents to any such extremes as sharing its inevitable hardships with their victims.

Squire EBERS of Brooklyn is a liberal entertainer. He promised his guests on Monday evening only a boxing match, but they had the pleasure of participating in a riot and watching a bold robbery.

There was only one way to prevent the prompt return to Turlock of the Japanese fruit pickers run out of that town; that was for the members of the fruit pickers union who did the running out promptly to pick the fruit. They didn't do it.

The Empty Nest.
How still the arbor is, how still and lonely,
Without the robins! On the beam their torn
Nest sits; I knew they soon were going, only,
Somewhere, the way they went leaves me forlorn.

Without intention but beyond repair! For they stole off in secret . . . Are such doings,
Even toward self-constituted guardians, fair?
I touch the nest,—no warmth about it hangs,
I knew it would be cold, but not so cold;

One tiny feather flutters through my fingers,
And I feel suddenly grown tired and old,
At odds with life, as some one, who has flirted
For the last time, sits jilted and deserted!

ISABEL VALLE.

To a Man to Retire.

Don't, Unless You Know What to Do, Is a Philosopher's Advice.

TO THE NEW YORK HERALD: As to the case of the man who, having \$6,000 a year, wishes to retire and asks advice about how to pass his time, let me say this: Any man who has to ask advice about that should not retire. He would surely regret it. The only man who can retire with safety is he who has a clearly defined idea of what he is going to do with himself, and even he may be sorry. It is often asked when a man should retire. Generally speaking I should say when his legs won't carry him around or he can't get up in the morning. WARREN VOICE.
NEW YORK, July 26.

The Way to Disarm.

Altruism, Not Selfishness, Should Guide the Coming Conference.

TO THE NEW YORK HERALD: Years ago a medal was struck for the winning crew in a boat race with the legend "They are able because they deem themselves able." If this international disarmament conference is to achieve success a similar determination must rule in the souls of all the delegates, plenipotentiaries, or whatever they may be called.

Diplomacy of the old school, by ambassadors "sent abroad to be for the good of their country," must be thrown to the winds, together with all international pork barrel politics. In place of national selfishness and arrogance there must be international altruism and real regard for the Golden Rule fully applied.

So full of promise is the occasion that it must not be permitted to become simply a higgling and hagging by rival militarists to retain the greatest possible armies and navies for their particular ends. For the day of all days for real peace-makers who of late have been scorned and banned as "pacifists," though of old they were blessed as children of God.

Whatever else our representatives may be they must be men determined to fully attain the object for which they are meeting. For then there must be no such word as fail!

Monroe scored a success for disarmament on our northern border 100 years ago; let Harding's Administration achieve a success commensurate for the twentieth century—universal disarmament. Monroe characterized his "dangers" as the day of all "peace and safety" of America; it has proved equally dangerous to the peace and safety of the world. Why not end it?

EDWARD BERWICK.
PACIFIC GROVE, CAL., July 18.

Motor Car Killings.

New York's Death Rate From This Cause Doubled in Seven Years.

TO THE NEW YORK HERALD: It is hardly a matter of pride that the rate of slaughter by motor cars and trucks is low in New York in comparison with that of other cities; it is a matter of pride that the number killed each year is increasing by leaps and bounds. In 1915 the rate of killed was 6.8 to 14 in New York city; or from a total of 354 in 1915 to 780 in 1919. In thirty-three out of sixty-six cities the rate was lower than in New York city.

The killings in Los Angeles for 1919 were not double the number in New York city, nor were they anywhere near double, the rate being 2.1 to the 100,000. The highest rate was in Hartford, Conn., 27.9; the lowest, Richmond, Va., was 5.7. In the registration area of the United States it was 9.4; in England and Wales 4; and in Paris it was only 2.35.

Most likely the increase in the rate is due to the increase in the number of motor vehicles. The death rate from motor vehicle accidents is a trifle less than that from airplane accidents, and is about four times that of street car accidents.

J. W. R.
MOUNT VERNON, July 26.

Wise Men of Lancaster.

Treatment of a Father Who Named a Son After Lincoln's Assassin.

TO THE NEW YORK HERALD: Neither wisdom nor folly, good nor bad taste, has boundaries; that is recalled to me by your editorial article about the unreconstructed rebel in Alabama who was forced by Southern local sentiment to take away from his lawn the monument to the great Lincoln.

I knew a man in Lancaster county, Pennsylvania, fifty years ago who named his son after the same assassin, and Lancaster county was a hotbed of loyalty and anti-slavery sentiment; sent two regiments to the Union Army and was the scene of much underground work in the forwarding of runaway slaves to the North and freedom.

But the most instructive and satisfying part of it was that not a hair on the head of that hideous fool and rebel was touched, nor the slightest affront offered to him though his act was perpetrated only a few years after the war, and that the great leader. The satisfaction far outweighs the grievance, I think.

D. G.
BROOKLYN, July 26.

Eyebrow Mustaches.

A Masculine Fashion Suggested by Remarks About Bobbed Hair.

TO THE NEW YORK HERALD: While we are on the subject of bobbed hair why not take up the question of the other sex, and not only criticize but really ridicule the silly fashion of the eyebrow mustache most men, irrespective of age, are wearing to-day.

This little mustache measures about one-half inch in length and breadth on either side of the nose; some are curled at the ends. Is it not grotesque? See these same lords of creations in a restaurant, for instance, trying to mop the soup off their funny little mops of hair. To my mind this is far worse than bobbed hair.

J. M. R.
NEW YORK, July 26.

Bobbed Mustaches.

TO THE NEW YORK HERALD: Why shouldn't women bob their hair if they want to? Do they object to men bobbing their mustaches? MAUD.
NEW YORK, July 26.

A Test.

Diogenes was searching for the honest man. "Ask him how he enjoyed his vacation," we suggested.

Ambassador Jusserand Sails To-day

Will Be Among Passengers Aboard the Paris—Mrs. Harry Payne Whitney Going Abroad.

Mr. Jules J. Jusserand, the French Ambassador to the United States, and Mrs. Jusserand will start their belated trip to their native land to-day by sailing on board the new French liner Paris. The Ambassador and Mrs. Jusserand had arranged to go to France on the first eastward trip of the Paris on June 25 but were obliged to cancel their departure at the last minute.

Another passenger by the Paris will be Mrs. Harry Payne Whitney, who will join her daughter, Miss Barbara Whitney, in Paris and remain abroad until the autumn.

Miss Elizabeth Scarborough, secretary of the American Committee for Devastated France, will sail for a short trip through the devastated area and will visit the various committee centres and the headquarters in Paris. She is one of the oldest members of the American committee in point of service, having been a member since its inauguration in the spring of 1917.

Other passengers will be Mrs. Sidney Blumenthal, the Misses Yonbo and Doris Blumenthal, Mrs. Robert L. Roy, Mrs. and Mrs. Lawrence Maxwell, Marquis Cusani, Mrs. Anna Thomas Dodge, Mrs. Solignac-Penelon, Mr. H. Van Buren Magonie, the architect, and Mrs. Magonie, Mr. and Mrs. Howard Magonie, Mr. and Mrs. Gay Henry Wittman.

Despite the heat that made the pier a very good imitation of a bake oven several thousand persons gathered yesterday afternoon to bid farewell to nearly 1,000 passengers who left for Cherbourg and Southampton aboard the Aquitania of the Cunard Line.

The vessel carried aboard one of the largest and most varied assortment of passengers which has yet left this side, and on her return trip probably will carry the advance guard of the home-ward bound horde that has been going to Europe since last May. Owing to last minute arrivals the ship was delayed twenty minutes.

An informal reception was held on board by Senator Vittorio Rolando Ricci, Italian Ambassador to the United States, who is returning to Italy to remain until October. The Ambassador, after expressing his gratification that relations between the two countries continue most friendly, said that during his stay here he had seen much more of this country than Washington, D. C. He has travelled much since his arrival. Among those who visited him on board were Mr. Francesco Quattrom, High Commissioner and Minister Plenipotentiary of the Italian Embassy; Consul-General

On Choosing a Majority Candidate.
First Orator:
"He ranges the past with the eagle's optics."
Foretells what's to come with Mohammed's felicity.
Combats the slightest attempt of duplicity.
Chooses his words as would Tupper or Tenney.
Caps the whole thing with a sugary benediction!"

New York City:
"I quite agree that no other compares. But it's not what I'm looking for this year in Mayors."

Second Orator:
"My man has Woodrow's wide knowledge of polity.
Miss Mary Garden's insouciant quality,
Eddie Foy's bubbling infectious jollity,
Foy's felicitous tactics and strategy,
Funch that compares with Babe Ruth's bulbous bat-egy!"

New York City:
"No doubt a showy and succulent dish, But somehow it doesn't seem quite what I wish."

Third Orator:
"Here is a man with Jack Dempsey's pugnacity,
Monsieur Janowski's checkmating capacity,
Flavored with Pavlova's grace and agility,
Coupled with Bonaparte's all around ability!"

New York City:
"All very well, friend, as far as it goes, But it doesn't go far, as 'most every one knows."

Chorus of Voters:
"We don't care a cuss if he isn't a miracle,
Whether he's handsome or rotundly spherical,
Whether he's smiling or glum and austere-like,
We will be for him with cheers and both feet
If he can lick Hyman and East Fourth Street!"

MAURICE MORRIS.

Clippers.

Spacious Days of the Great Ships of the United States.

The United States Shipping Board.
From 1912 on, throughout the next fifty years, if there was one characteristic that contributed more than any other to the unsurpassed position in the maritime world attained by the American merchant marine of that era, it was that of speed.

And to understand that special attribute of Yankee shipping one must perhaps turn primarily to that other world, clipper. "Clippers" they had called those early Baltimore privateers. A matter of hull construction purely, not of rig. There is no such thing as a clipper hull and how to be evolved.

And so in the thirties the Ann Kim, and later the Rainbow, appeared, to be argued over and tested. The first real clippers, very experimental, not too successful perhaps, but nevertheless the progenitors of the finest sailing vessels for the world required of her that has ever sailed the sea, the great, towering, racing beauty—the record breaking American clipper ship of the fifties.

In 1820, 1830, 1840, the golden age was dawning. Boston, Salem, New York, Baltimore—from every port on the Atlantic seaboard—the American merchant fleets were sailing, to Europe, to South America, to Africa, to the mysterious East, carrying the flag and the glory of Yankee shipping to the uttermost parts of the world.

Meanwhile, back and forth across the Atlantic the great packet ships were racing. In a season and through all weathers—the "Black Ballers," the "Dramatic Liners," and many another—carrying passengers and mails under the American flag.

And then gold was discovered in California. As fast as they could be gotten off

Daily Calendar

THE WEATHER.

For Eastern New York—Partly cloudy to-day, showers and probably thunderstorms to-night and to-morrow; moderate change in temperature; moderate south and southwest winds. For New Jersey—Partly cloudy to-day, followed by thunder showers to-night and to-morrow; moderate change in temperature; moderate south and southwest winds. For Northern New England—Partly cloudy to-day, showers and probably thunderstorms to-night and to-morrow; moderate change in temperature; moderate south and southwest winds. For Western New York—Unsettled to-day and to-morrow, probably thunderstorms; somewhat lower temperature to-morrow, fresh south and southwest winds.

WASHINGTON, July 26.—A disturbance of moderate intensity had its centre to-night over West Minnesota and it is moving eastward. It has been attended by showers and thunderstorms in the upper Mississippi Valley and the Northwest States, and it has followed the normal course of the Mississippi River and over the west Canadian provinces and the Rocky Mountain region. High pressure continues over the Atlantic Ocean, and the pressure is also high on the north Pacific coast.